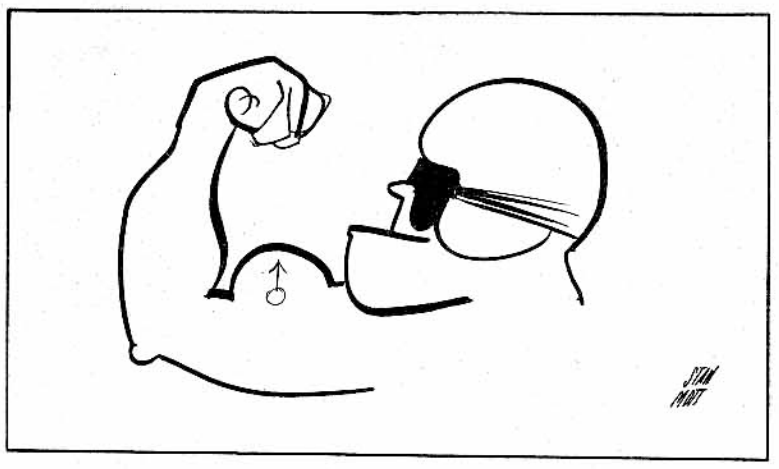
MOTOR RACING
and
ECONOMY CAR NEWS

7th Year—No. 14—Los Angeles, Calif. May 11-18, 1962
(Published bi-weekly except last issue of calendar year) 25¢

Big Winners at Santa Barbara

DRIVING A 3-liter Ferrari, Ken Miles whips through turn 5 (top photo) on his way to victory in Cal Club-SCCA feature race at Santa Barbara. Bottom shot shows Ronnie Bucknum posting his 8th straight victory aboard the Chic Vandagriff Hollywood Sport Cars Austin-Healey 3000. Story on Page 1. (MOTORACING photos by Gus V. Vignolle)



MOTOR RACING and Economy Car News

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Cal Club Flexes Its Muscles

BY GUS V. VIGNOLLE
Editor of MOTORACING

Undaunted by the suit filed against it for threatening to ban race drivers competing with a rival group, the Cal Club-SCCA lowered the boom on pilots who raced in the recent Las Vegas meet, staged by US Sports Car Club (USAC) and the Las Vegas Sports Car Club.

The major ban hit name driver Bob Bondurant, who won the feature Las Vegas race aboard Old Yeller III. He was "uninvited" to race at the Cal Club's Santa Barbara races May 26-27. Also similarly affected were Doug Hooper, Don Meline and Danny Stephens, among others, who raced at Las Vegas.

Bondurant phoned D.D. Michelmore, president of the Cal Club, on May 13, asking if his entry would be accepted for Santa Barbara. "It's an invitation race and I can't really say," Bondurant said Michelmore told him.

"I'd like to know," Bondurant asked, "either I run or I don't."

"It's invitational---and you are not invited," Michelmore answered.

"Well, am I banned?" Bondurant persisted.

"We are not banning anybody; it's invitational," he was told.

Then Bondurant asked about the Laguna Seca races June 9-10, another SCCA event. He was informed another region was staging that race, but that it would be handled in the "same (invitational) manner."

Bondurant's entry was returned May 17 without a notation of any kind.

Kiboshed pilots calling the Cal Club office were informed they When they sought elaboration, they were requested to call Joe Weissman, onetime czar of the Cal Club and attorney for the group in its present court battle.

One such driver, Danny Stephens, called Weissman.

"It's for the betterment of the sport," Stephens was told.

Stephens: "What does that mean---betterment of the sport?"

Weissman: "It can be construed as activity with another club or another race."

Stephens: "Why doesn't the Cal Club have the guts to put it in writing on the entry blanks?"

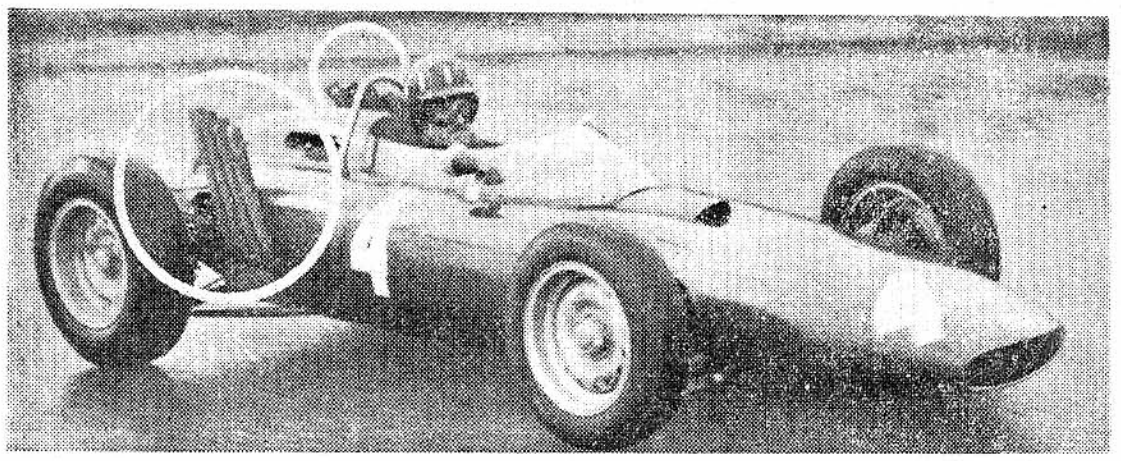
Cal Club workers said they had been told "not to put anything in writing."

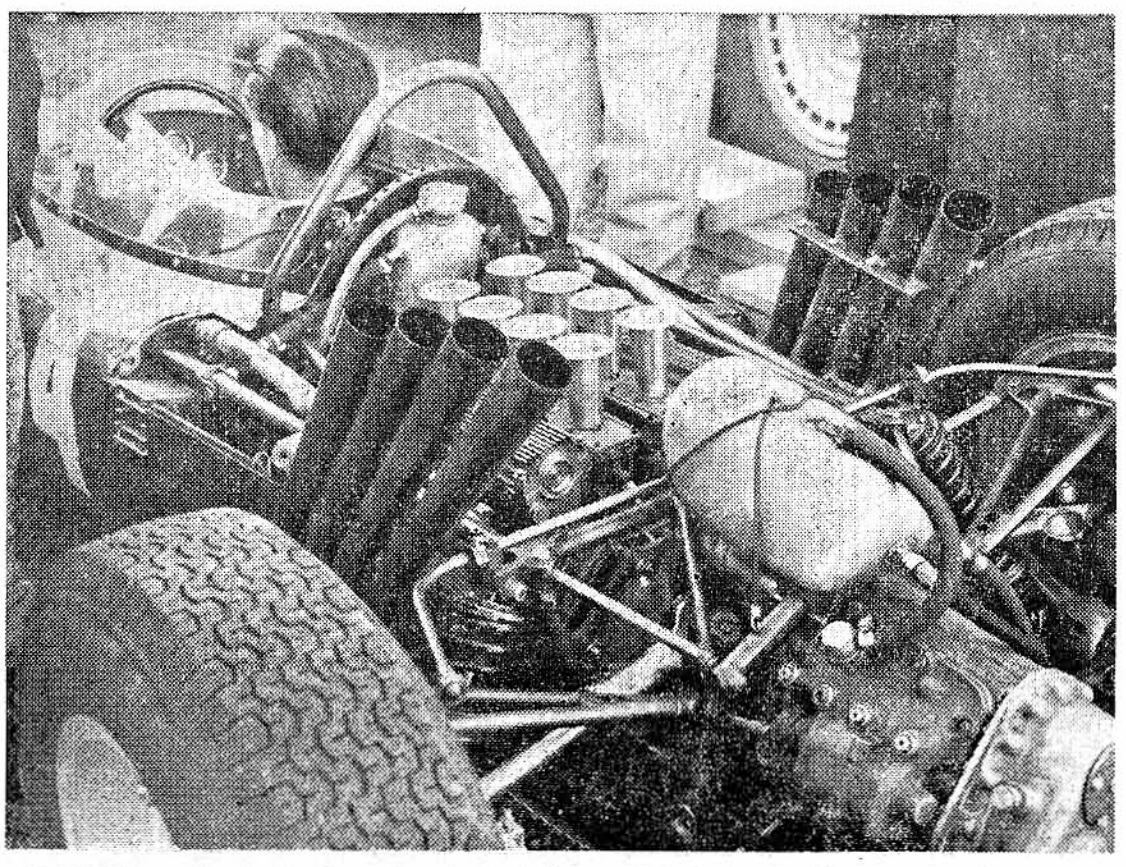
Actually, Bondurant & Co. were not banned; they simply were not invited...which amounts to the same thing.

Haskell Wexler, owner of Old Yeller III, is another sports car figures joining the mounting ranks who are getting fed up with the hassle between Cal Club-SCCA and the LA Chapt. of USSCC. He said he was "disgusted."

He was notified that the car was rejected on May 19, and was inflamed because Cal Club "did not have the courtesy to inform me before---before spending a lot of money to get the car in shape."

Insiders believe the latest "ban" would serve as further ammunition in the pending suit against the Cal Club.





IT LOOKS as though the Owen Organization of Great Britain has finally come through with a winner---the BRM V8. After much work at the Engine Development Division at Bourne in Lincolnshire, BRM came up with this model near the end of the 1961 season. What to do with the exhausts of the new engine in the older chassis is answered in top photo---vertical stacks (circled). Lower photo shows closeup of the engine. Driver is Briton Graham Hill, who won the seasons' opening Dutch Grand Prix in this model at Zandvoort last May 20. (Photos by FLASHPRESS from L'EQUIPE, the Sporting Daily of Paris, France)

Miles (Ferrari) Scores at S.B.; 8th in Row for Bucknum Healey

BY WARREN O. MC FALL
Special to MOTORACING
(Photos on Front Cover)

SANTA BARBARA, Calif., May 27---Cagey Ken Miles of Hollywood was always within striking distance - about 3sec. - and when Bill Krause had a gas line come off the fuel pump of his Birdcage Maserati, the Briton took over and was an easy 24sec. winner in the Otto Zipper Motors 3-liter Ferrari, the erstwhile von Neumann "hot-rod."

This was the 17th running of Santa Barbara, and about 12-15,000 fans were on hand in perfect weather. The entry was healthy---215. It was a new Santa Barbara---no racing around the hangars. They are no more, the course has been shave to 1.47mi. and it's just like any old parking lot course, Del Mar for instance.

Furthermore, changes will have to be made. The course is dangerous, both to people in the pit area and spectators not far from the course, behind the fencing inside sizzling turn 5. This was the action turn for the weekend.

The meet was marred by an accident yesterday in which popular Johnny McLaughlin of Duarte crashed a Form. III car into the haybales at turn 2 and was critically injured. He was unconscious more than 24 hours after the accident after suffering head injuries.

Mc Laughlin, best known as a motorcycle rider, but who also races sports and formula cars, is at Cottage Hospital, Santa Barbara.

Continued on page 5

HILL AND GENDEBIEN FERRARI 1ST

NURBURGRING, Germany, May 27 - Phil Hill, the world champion from Santa Monica, Calif., and Olivier Gendebien of Belgium won the Nurburgring 1000km. sports car race today in a factory Ferrari. They covered the distance in 7h33m27.2s, an average speed of 82.4mph. The time was slower than the 1961 winning average.

Another Ferrari, driven by Willy Mairesse of Belgium and Mike Parkes of Britain, was second in the 44-lap event, 2m22s behind the leaders.

Graham Hill of Britain and Hans Herrmann of Germany finished third in a Porsche after an other works Porsche, driven by Joakim Bonnier of Sweden and Dan Gurney of Costa Mesa, Calif., had a transmission breakdown in the next to the last lap and dropped out.

The disappointment in the Porsche camp was eased by the performance of the Porsche Carrera driven by Edgar Barth and Herbert Linge, who finished first in the two-liter Grand Touring Class.

The fastest in the Grand Touring Class was the Ferrari driven by Peter Noecker and Wolfgang Seidel of Germany.

Continued on page 5

Vignettes

By Gus V. Vignolle

- A Merit Badge
- For Adventure
- In Cent. America

(This is the 2nd and concluding installment on this reporter's experiences while TRYING to cover the recent 1962mi. Centroamerica -Mexico Rally (road race is better) from San Jose, Costa Rica, to Mexico City).

MEXICO CITY---We were proceeding on the third leg of this Jr. Grade Mille Miglia---214mi. from Tegucigalpa, Honduras, to San Salvador, El Salvador---when we chopped this thing off in the last issue.

I had bummed my third ride in a Renault 1093 and now I thought that I should live melodious days. But this was difficult, for the intrepid and masterful mountain driver, Frenchman MAURICE FOULGOC, was at the wheel, and we were blasting out of the frightening mountains of Honduras, the most mountainous of the Central American countries.

Then down into the low country and insufferable heat that was as uncomfortable as the fear (admit-

Continued on page 3

Dutch G.P. Won by Graham Hill in BRM

ZANDVOORT, The Netherlands, May 20---The 1962 Grand Prix season for Formula 1 cars opened here today, and the winner was Briton Graham Hill in the new British V8 BRM. It was Hill's first GP victory and the second for BRM.

Far back in second place, by 27.2 sec. was Trevor Taylor, Great Britain, in a V8 Lotus. Phil Hill, Santa Monica, Calif., 1961 world's champion, was third in a Ferrari, 54 sec. behind Taylor. Giancarlo Baghetti of Italy, Ferrari, placed fourth, trailing the leaders by a lap, while fifth and sixth went to Tony Maggs, South Africa, factory Cooper, and Carel Godin de Beaufort, The Netherlands, Porsche, respectively.

Graham Hill averaged 95.42mph for the 80 laps over the twisting 2.62mi. course. He covered the 209.6 mi. race in 2h11m2.1s. This compared with the 96.23mph posted by the late Wolfgang von Trips, who won here last year.

Ricardo Rodriguez of Mexico, making his 1962 world championship Form. 1 debut as a Ferrari factory driver, shot through the wire fencing on the inside of the course which was lined with spec-

GRAHAM HILL

tators on the 74th lap. The young Mexican was uninjured and there were no casualties.

The only other victory scored by BRM in a world championship race was here in 1959. The driver was Joakim Bonnier, who averaged 93.46mph.

Only nine of the 20 cars which started finished the race. New Zealand's Bruce McLaren, in a V8 Cooper, posted the fastest lap ---99.9mph -- when he was running second. He broke down later, however.

Continued on page 7

Letters to MotoRacing

SLALOM REBUTTAL

I just received my April 27-May 6 issue of MOTORACING and found that my good friend Dennis McCosh had made some comments about the So-Cal MG championship slalom. As a loyal member of So-Cal MG, I felt that some rebuttal was necessary.

The course for our event was tight--it was meant to be that way. It was checked out with my 1953 Chevy station wagon and was (as the SCCSCC Slalom Code requires) wide enough for any of the normally entered cars to negotiate without backing. The Ford Falcon that he mentions, turned a time of 1:42.39 with no pylon penalties. The Chevy wagon was clocked in 1:40.11 with no more practice on the course than the Falcon had. A Peerless (driven by Paul Ankeny) was able to place third in Class D ahead of nine Healeys, eight Triumphs and one MGA MkII and he had no pylons on any of his three runs. Dave Fiorelli was around the course in his Jaguar in 1:13.11, which was ahead of over half of the 105 entrants. Ed Wolleson drove his big Kurtis-Buick to a time of 1:11.98 for 35th overall. If these cars could make such good times on this course, I don't feel that anyone in smaller cars should blame the layout of the course.

I can't object if Dennis does not like tight slalom courses, but I do feel that he is wrong in wanting all the events to be wide open and foot-to-the-floor. Many of the drivers are just getting too lazy to drive any courses that requires really bending the car around the corners. They obviously haven't acquired the knack of kicking the rear end out when they want it there and keeping it in when there is a pylon on the outside.

The tight autocross is virtually a thing of the past and I for one mourn its death. Slaloms are supposed to test the skill of the driver and a tight course, in my opinion, tends to determine the skill of the driver rather than the power of the car.

BILL BARMORE
Los Angeles 48

* * *

HOLD YOUR BREATH

Rush carbons of subsequent chapters. Can't wait for paper. Did you ever make it out alive?

IRVING ECKHOFF
Los Angeles 48

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BITES BY BICE

Item (MOTORACING, Apr.27-May 4, 1962): "Lots of howls over the SF SCCA cranking out race charts, as at Stockton, by classes; sensible way---and easiest for the press---is overall, with class positions on the right-hand side. . ."

Under the spreading pressnut tree
Your friend Don Bice stands.
Herr Bice, a mighty man is he
With mimeos (and glands). Huh?

From here on we can't remember how the poem goes. So . . .

1. What cars are in a race--i.e., the peculiar combination of classes involved in a race -- has a great deal to do with position a car assumes in the overall results. And how classes are combined for races can depend on something as whimsical as the number of entries in each class.

2. Each race is -- in reality -- a series of races. Each class of cars races against itself.

3. Therefore, the drivers have a right to be compared with the cars they are racing against, not some other cars which -- almost by coincidence -- happen to be on the track at the same time.

4. Therefore, we print results by classes. The overall

Continued on page 7

Notes & Comment

.Cal Club-SCCA has taken a double jolt in its legal joust with LA Chapt. of USSCC, which is suing for $150,000 for the Pomona ban and other "harassment" by the former. Cal Club sought tossing out of the case. No soap, SCCA Natl. sought to be excluded from the suit for lack of doing biz in Calif. No soap. . .And now look for ANOTHER suit against SCCA up in the Northwest! CascadeSCC of Portland had a $6000 pro race set for Delta Park, June 16-17. Up there it's theSCCA vs. ICNSCC. Recently, some SFrancisco SCCA "muscle" met with Cascaders. Threat of a ban reduced important entries to nil. Talk of an injunction against SCCA when they attempt a Seattle race. More on this later. . .

A withering blast recently against Sebring and some alleged "hotel" there by none other than RED CRISE, the Nassau shortpants man, in his poopsheet. And last week Sebring put out a poopsheet trying to explain that STIRLING MOSS didn't say all those nasty things after he and INNES IRELAND were disqualified. Moss' letter was reprinted. He wrote of "an awful lot of misquotes" and "an entire fabrication on the part of the Press." But he also said, "I don't mean by this that Innes Ireland and I were not most dissatisfied." Sebring, which still has not paid its local debts after the GP fiasco at Riverside, has the utter fantastic gall to now organize a fan club (they call it the Sebring Grand Prix Club) and solicit member-

Continued on page 5

Economy Car News . . .

By MARGUERITE COOK

Signs of the Times: Those full page ads in which Buick insists that the Buick Special is not a compact. A year ago it was Buick's luxury compact....

Some gleanings from speeches made to the stockholders' annual meeting in Detroit recently by Ford brass indicate that maybe we are all going to have to become expatriates in order to continue to buy a car that most of us might be able to afford.

Henry Ford II stated that Ford is looking toward overseas markets for the "growth potential....of Western Europe....Latin America, Asia, Africa and the South Pacific...."

John Dykstra, Ford president, put the Cardinal status thusly: "In 1958 and 1959 our market studies showed that there might develop a profitable market in the U.S. for a new smaller-than-compact American-built automobile.

"We were able to develop plans for such a product even though the demand outlook was never certain, because our international affiliates already were developing cars that were close to what we had in mind.

"However, the U.S. market outlook for small cars became less and less promising. After long consideration, it was decided in April to defer indefinitely the production of the car in the U.S. The additional cost of planning U.S. production has already been written off, and this decision will not alter the product plans of our foreign affiliates."

According to BILL BROWN in FOREIGN CAR GUIDE, the "Ford VW" might be called either the Cardinal or the Falcon Four. If his info is correct, Ford certainly went all out to design a car that would remedy in American eyes imperfections in the VW.

Brown states the car is to have a wheelbase of 99.5 inches and be five inches longer, one inch wider and almost five inches lower than the VW. The V4 front-mounted engine would be tilted at a 60-degree angle and have a total displacement of 90 cubic inches compared to 72.74 for the VW. The engine would be of cast iron with an intake manifold of aluminum.

Brown states that the baby Ford will be slightly more roomy than the VW, with seats closer to the floor, twice as much luggage capacity, pick up fast than the beetle, and an average gas mileage of just under 30mphg. There'll be 9.3 inches of kneeroom, about twice that of the VW in the backseat and only about two inches more of rear overhang than the VW.

The FOREIGN CAR GUIDE writer states that this will be two manual and one automatic transmission-one available with three forward speeds, all synchronized; the other two are the sports type four-speed box. The car will only be slightly heavier than the VW, with weight distribution in the vehicle about the same as for American cars (58% in front, 42% in rear.)

Brown also states the car will have the unitized body construction of the Falcon, a flat floor pan, and look very much like a baby Falcon. Maybe they should call it a Falconette.

1962 first quarter states: Domestic and tourist retail deliveries of Mercedes-Benz passenger cars up 7%.....U.S. Volvo sales up 44.38%.....VW U.S. sales up 21.8%. (All over same period a year ago.)

ODDS AND ENDS: Studebaker's Lark was the pace car at Indianapolis this year but the winner got the new Studebaker Avanti, which quite appropriately, in Italian, means forward. The Automobiles Mfgrs. Assn. has come out against increased taxes on income earned on foreign subsidiaries of American companies. That doesn't surprise anyone, or shouldn't; but it did surprise me to learn that the value of the American automotive exports have exceeded imports in very postwar year...By some $400 million in 1959, the peak year of passenger car imports.....

WHAT'S NEW: The Rootes Group has added a station wagon as a sister car to the Singer Vogue Saloon. The 1962 SAAB Grand Tourismo is now being equipped with surface-gap spark plugs that assertedly promise five times greater life and cleaner owner operation. They were developed by SAAB in cooperation with the Scott Div. of McCulloch Corp. Scott pioneered the use of the plugs, which need a special ignition system and operate at 50% lower absolute temperatures than conventional plugs, in its outboard motors last year. Champion makes the plugs for both cars and boats.

A friend of ours claims to know the best way of buying a good second hand import cheap. He always buys Simcas which depreciate in value much more rapidly than VW. He gets one on trial, takes it to his mechanic to check out, and buys the one the mechanic gives the nod to. The mechanic gets $10. Me, I don't have that kind of nerve, so guess I'll just have to buy a second-hand VW.

Manager Reports Moss Improving

LONDON, May 24 - Injured British auto-driving ace Stirling Moss will be driving again before the year ends, according to his manager, Ken Gregory. Moss was seriously injured Apr. 23 at Goodwood.

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• Vignettes

BY GUS V. VIGNOLLE

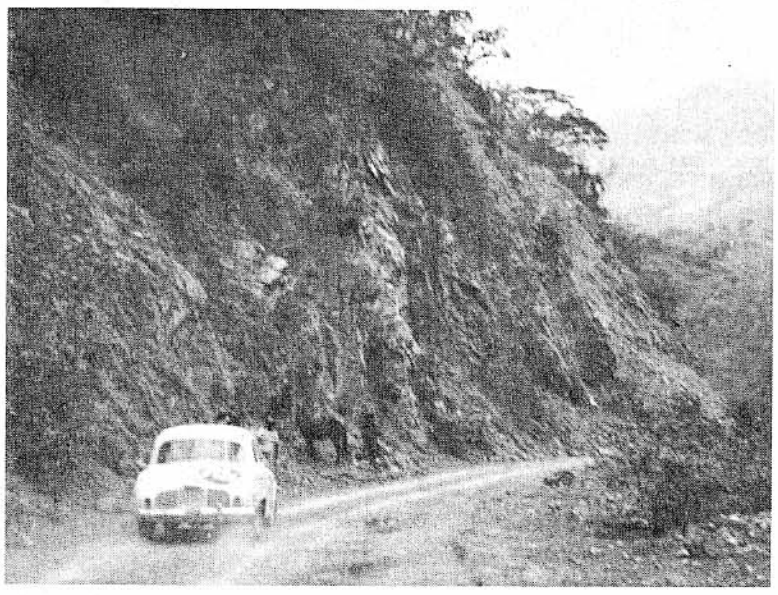
On the Bum, or Travelling From Costa Rica to Mexico

Continued from page 1

ted) that gripped this passenger around those screeching curves. Customs and immigration at El Amatillo on the Honduras-El Salvador border. Another ritual was lukewarm beer.

A second car (the ESPINOSA-VIGNOLLE 1950 Chev. had been the first casualty) dropped out, reducing the 19-car field to 17. A bum piston forced out the Valiant of JULIO AZCARRAGA-ENRIQUE BARRENA.

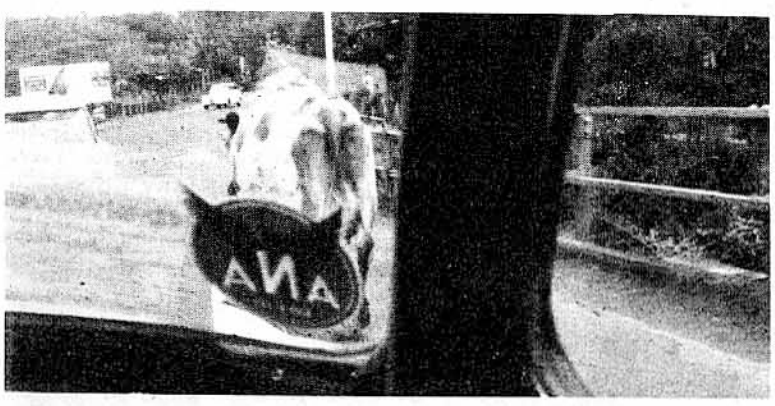
Through an Eden of tropical beauty, with volcano after volcano as a backdrop, we sizzled into San Salvador, the most modern and progress-



GHASTLY 'ROAD' THROUGH EL TAPON

ive of all the Central American cities. Foulgoc's drive into that ciudad was memorable. It defies description. How he zig-zagged, braked and accelerated through burros, carts, cars, bicycles, motorcycles, scooters and Indians plodding stoically along---without touching a thing---is beyond my ken.

Two cars were tied for first at the end of the third leg---the Simca of the LUTZ brothers of Costa Rica, and the ARZATE-TOSTADO Plymouth, each with a 1sec. total error. The former zeroed in at San Salvador, and the big Plymouth, which had been exactly on time at



THE COW IS IN NO HURRY WHATSOEVER

Managua and Tegucigalpa, was 1sec. off. Five Renaults were tied for 2nd with three points.

Now rest for the weary (you get goddam tired when you get old)---and, fortunately, it was at the best hotel in Central America, the El Salvador Intercontinental. This was a wondrous break, for there was no rallying, or racing, the next day, Wednesday. Instead, there was a program of road races in town, with some of the rallyists participating.

This daddycat still didn't have a visa to get into Mexico, and we allegedly were due there after Guatemala (with you...ha). This sweet bit was another typical Latin hassle. The Big Fromage was out of town, so I had to give with quite a spiel (with my limited Espanol) before some 7th Grade Coolie, grinning through his egg-splattered moustache, gave me the green light.

MAURICE FOULGOC---TERRIFIC DRIVER

Thursday, we shoved on the shortest stage---173 miles to Guatemala City. En route to the border dump of Cd. Pedro de Alvarado, the SPORTS CAR GRAPHIC-Harry Mann Chevrolet Corvette of OCEE RITCH and BOB MCKAY threw two treads. This was at high speed. They worked mightily under a burning sun and, luckily, were able to borrow a tire from a big Chevy heading for Guat.

Angela Corea Hopes to Race in America

One of the highlights in the land of the Quetzel was meeting SRTA. ANGELA COREA, "La Paloma de Nicaragua," said to be Central America's No. 1 femme driver. She said she planned to race in America later this year.

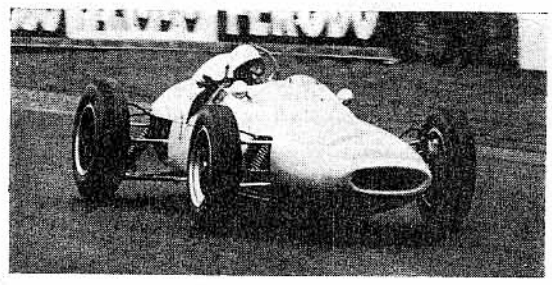
The Plymouth was only 1sec. off and took the lead, as the Simca faded badly. Three of the Renaults were tied for 2nd.

Now the real nightmare---the longest trek, 404mi. to Tuxtla Gutierrez, Mexico, through the infamous El Tapon, some 12,000ft. in the Sierra Madre of northern Guatemala. This one was a real gasser, BOLIVAR.

Continued on page 7

(Reprinted from the authoritative British magazine, THE MOTOR)

THE MOTOR May 2 1962 513



The Great Moss Mystery

Some Speculations on How the Accident Occurred

by Laurence Pomeroy

AT the moment of writing, the accident to Stirling Moss on Easter Monday remains a mystery and any attempts at explanation must be speculative; moreover, there is a sound motto for journalists: "When in doubt leave out." Despite this, I justify some comments on events by reason that I was a direct observer of the latter part of them; that I know something of the man, something of the car and something of the course.

Apart from which, some of the statements that have been made in the Press and elsewhere are so fallacious that it would be a failure of duty not to refute them.

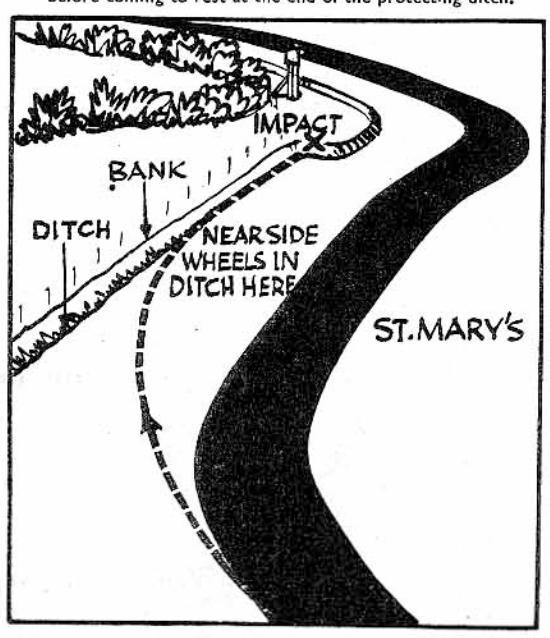
Although the facts are few, it is desirable to recite them. When running the same car at Snetterton on April 14, Moss was troubled by a sticking throttle control, and on Easter Monday he had a five-minute stop on the ninth of 42 laps when work was done on the gear control. He was then lying fourth, and restarting three laps behind Hill's B.R.M. he made up one lap and set up an absolute record in so doing. When the leader had seven laps to go, Moss (though still two laps behind) was close behind him and on the next lap they took the right-hand sweep of Fordwater at about 125 m.p.h. with Hill, say, six car lengths in the lead. This driver quite correctly went over to the left-hand side of the course to "straighten out" his approach to the left-hand bend around St. Mary's.

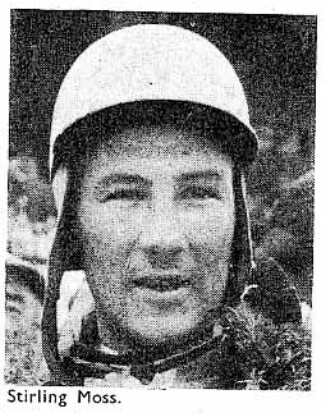
We may note, therefore, that although the accident was observed from and hence reported as being at St. Mary's, it began on the exit from Fordwater.

At this point, drivers brake hard to pull the speed below 100 m.p.h. and change down from fifth to fourth gear. But although Moss engaged the lower gear, he seemed to observers (including myself) at this point, not to slow at all. In consequence his car drew abreast of the B.R.M. with two wheels on the grass, after which, and seemingly with undiminished velocity, it went straight on 40 yards across the grass before striking obliquely the retaining bank, then 20 yards with the left-hand wheels in the ditch, down to the ditch altogether and, when still travelling at over 60 m.p.h., was brought to a brutal stop by the eight feet high vertical face which ends the ditch at this point.

This tremendous impact caused the frame tubes to collapse across Moss' thighs, and very probably caused injuries to his forehead (and certainly to his face) as he was pressed down on to the steering wheel and windscreen. Over this area crash hats do not protect, and this led to a death at Prescott last year in an analagous head-on crash.

Scene of the accident showing Moss' approximate course before coming to rest at the end of the protecting ditch.





Stirling Moss.

Above: Moss in the V-8 Lotus moments before the accident.

The Goodwood accident may bring into question the desirability of a ditch to restrain an out-of-control car, but if a ditch is used there is clearly an argument in favour of an inclined end so that a car hitting it will not be brought instantaneously to a standstill.

Coming to consider possible causes of the accident, it may clarify the situation to examine the chances of human failure first, and mechanical troubles second.

This is a section of the track where all drivers are content to remain in file and, with nothing whatever at stake, it seems extremely improbable that Stirling would attempt to force the issue at this time and at this place. And even if he did, and found himself on the grass, he could, and almost certainly would normally, and with full control of the car, have reduced speed either by using his brakes or by a deliberate spin.

The fact that he kept straight on with seemingly no attempt to slow, forces one to ask if he was in full possession of his senses, and if he was, if he was in full control of the car.

Hill has remarked that he saw flames from Moss' exhaust pipes, and although it is very unlikely that these would be caused by the displaced distributor cap found in the wreck, they are a characteristic phenomenon of a ruptured exhaust system. In this event, escaping exhaust gas could well be drawn forward into the cockpit by the complex eddies surrounding a racing car but the results of the examination of the damaged car do not appear to support this theory.

Assuming that Moss was fully in possession of his faculties, and knowing that he had engaged the right gear and that there was no defect in the steering or braking system, we must think what would have happened if he had suffered loss of ignition and total engine cut when at the limit of adhesion in a four-wheel drift. Cars vary in their response in these circumstances, but in all probability he would get strong oversteer and a spin whereas in fact he suffered from understeer and no spin.

What was observed to happen is completely consistent with a stuck-open throttle with an engine developing insufficient torque to spin the back wheels yet giving enough power to carry the car forward even with the brakes on in the last half of the second, or second and a half, which would cover the whole incident from its beginning to its near tragic end.

The fact that the throttle control was free in subsequent examination can well be explained by the very heavy inertia forces to which the car, and its unlucky driver, had been subject.

* * *

As we went to press the encouraging news from the Atkinson Morley's Hospital was that Stirling Moss had had his first meal of solid food and that his consciousness was improving. The editorial staff of *The Motor* add their best wishes for his rapid recovery to those of his countless friends and admirers all over the world.

c13

ALLIGATOR

At the annual poetry-reading contest held at Albert French Hotel, Greenwich Village landmark, a poet read an "Ode to an Alligator on an Alligator bag."

Northwest Council Rally Schedule

Northwest Rally Council Schedule

June 23-24 - Ponderosa Sweepstakes, Sports Car Club of Spokane, Spokane.

July 21-22 - Treffen Mach II, Boeing Employees Sports Car Club, Seattle, Wash.

August 11-12 - Petite Alpine de Kootenai, Kokanee Sports Car Club, Trail, B.C.

Sept. 15-16 - Jaguar Hunt, Yakima Valley Sports Car Club, Yakima.

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PLUGS and POINTS...

By JOE SCALZO

Jerry Grant May Be Driving Carroll Shelby's Ford AC Cobra

THINKING, TRYING TO FIND something to write about while typing in the car's back seat going through Texas:

JERRY GRANT, the charger from Kent., Wash, is rapidly-reducing, really paying attention to his diet, in an attempt to match the lightweight cars he'll be driving this season.

As CARROLL SHELBY says, Jerry wins most of the races in the north. He was over at the press showing of Shelby's AC Cobra at the Ambassador Hotel recently. There was good reason, since Grant may be chauffeuring one of the Ford V8-powered roadsters for Shelby.

While Grant was there, he mentioned that his backers have purchased the ex-TOM CARSTENS Lotus 19, and an aluminum Buick will be installed.

Which means Grant'll be busy racing, since he also plans to campaign in amateur races, and possibly make a start or two in Europe this season, using that perfect 3-liter Ferrari JACK NETHERCUTT formerly owned, the one PHIL HILL won with in the '59 Times Riverside race.

Grant is one to watch.

* * *

A mate to DAVE MACDONALD'S Corvette Spl. will make an appearance shortly in western racing.

BOB SOHUS, the San Marino stock broker, whose been racing five years, formerly running an ungainly-but-fast Pontiac-powered rig called the Reynolds Wrap Spl., says that his new car will be finished in less than a month.

This is the machine that will use a MAX BALCHOWSKY chassis (like MacDonald's) with the 6-liter Pontiac engine out of the Reynolds Wrap.

Sohus says the car will look like a Maserati, Ferrari, and D-Jaguar, all three.

* * *

BILL TRINDLE, the 22-year-old hipster who is mechanic, with BUD KRETSINEER, for both BILL KRAUSE and LOUIS (LOUIE) UNSER, is getting in on the competition scene himself, with the Calif. Racing Assn. (CRA) sprint cars.

He's going to race STEVE STAPP'S old sprinter and figures it'll be about August when he gets running.

* * *

It's common knowledge that flat track motorcycle racer Al Gunter is trying hard to get a sports car ride. "And if someone would just give him one chance," said his friend, NEIL KEEN, "that's all it would take."

* * *

DAVE HETZLER, both stylish and fast in AFM Grand Prix motorcycle racing, who finished 2nd with his Norton-Manx at Cotati a couple of weeks ago, says he isn't going to put it off any longer.

"Right. Next year I'm going to the Island of Man to race."

* * *

BOB BONDURANT said this about Riverside. "Funny course, one day you can go like hell out there, and the next day you might not be able to." Bondurant's tooling a Ferrari on the streets these days...

Top northern Porsche Carrera driver DON WESTER hopes to get an RS60. He got excited, seeing the other top-rate Carrera driver, JAY HILLS wheeling an RSK.

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Valiant-Lotus Sets Record at Jerome

BY BOB BURBRIDGE
Special to MOTORACING

JEROME, Ariz., May 20-Picturesque Jerome was the site this weekend of the Fourth Annual Ghost City Hill-Climb. A record number of entries and spectators were on hand for what proved to be the fastest running of this event.

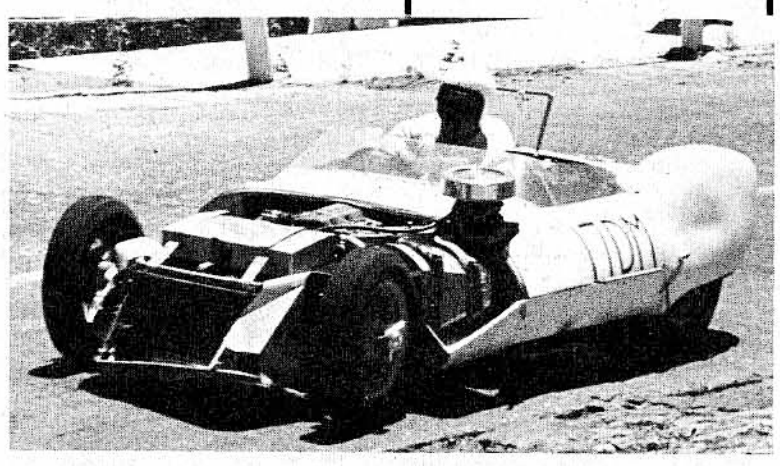
Bob Montana, of Phoenix, driving his Lotus Le Mans, powered by a modified Valiant Six, set a new record for the hill at 51.1 sec. The old record held three years in a row by a Porsche Carrera was 53.1sec.

During a practice run Saturday, Montana had an unfortunate encounter with a haybale, causing considerable alteration to the coachwork and front end running gear. The car was taken back to Pheonix, over 100 miles away, and much midnight oil was burnt to correct the damage. Bob had the car back on the starting line today, minus the bent bonnet. In an off the record run made after his official timed run, Montana turned a blistering 49.85sec.

Second fastest time of the day, and equally as amazing, was set by Craig Pease, also of Pheonix. Driving a Ford Starliner in the unlimited sedan class, he turned in a time of 52.66sec., bettering last year time in class by 12sec.

Sponsored by the Phoenix Chapter of the Four Cylinder Club of America, this severe eight-turn course is the only event held in the U.S. that uses public roads.

This Job Belted 'em in Arizona



BOB MONTANA, sans bonnet due to earlier encounter with a haybale, pilots his Lotus Valiant to Fastest Time of the Day in Jerome, Ariz., hill-climb. (Photo by Bob Burbridge).

Over one mile of Arizona Highway 89A is used in this racing layout that is quite reminiscent of European circuits or the hazards of the Carrera Panamericana.

CLASS WINNERS

A Prod.	Nick Walker	Jaguar XKE	52.95
C Prod.	Nick Walker	Jag XK120	54.85
D Prod.	Mike Morgan	Porsche 1600S	55.5
E Prod.	John Mikell	Austin Healey	55.45
F Prod.	Ron Grable	Porsche 1600N	54.5
G Prod.	Willard Howe	Alfa Romeo	60.5
H Prod.	Dan McKeever	Sprite	62.65
Sedan under 1300cc	Bob Turner	Morris 850	66.55
Sedans over 1300cc	Don Welsh	Valient	57.
Women under 1300cc	Kirby Avant	Sprite	64.5
Women over 1300cc	M. Charleton	TR3	59.3
Women over 2 liters	Pat Parrish	TR3	59.9
C Mod.	Cal Loy	AC Bristol	54.3
D Mod.	Bob Montana	Lotus Valient	51.1
F Mod.	Vic Tandy	Porsche 1600S	56.25
H Mod.	Bob Martinq	Panchard Spl.	60.65
Unlimited Sedan	Craig Pease	Ford Starliner	52.66
B Prod.	Jay Lowman	Ferrari Calif Spyder	54.4

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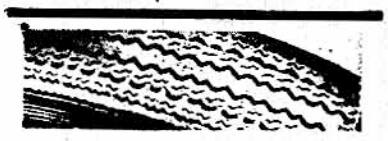

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Santa Barbara

Continued from page 1

Sharing the headlines with Miles, best known as a Porsche pilot, was Ronnie Bucknum of La Crescenta, Calif. He won yesterday and today for his 8th straight victory (D & DE Prod.) in the Hollywood Sport (sic) Cars - prepared Austin - Healey 3000.

The Testa Rossa, which has a 2.5-liter chassis, and was in perfect running shape, and Miles drove it perfectly. He didn't extend the machine and still had more left when Krause ran into tough luck and was forced out on lap 25. (Last time the Ferrari raced was at Lago de Guadalupe, Mexico, in 1959.)

Two laps later Miles won at an average of 79.6mph. This compared with his 77.8mph winning average here last September for 15 tours over the old 2.2mi. circuit in a Porsche RS (w/1500cc K mill in it).

Far behind Miles came the Porsche RSKs of Jack McAfee and Jay Hills. Then in 4th place---a startling performance---John Timanus, Lotus-Climax 11. Don Hulette was 5th in the Townsend Spl.

Timanus won the GH Mod. race yesterday, but today made the big break and decided to have a whirl with the Big Boys. His 1100 car whacked a Jag Spl. Ferrari Testa Rossa and Porsche RS, among others.

Bob Harris, Campbell Spl., 79.3mph and Jack Nethercutt, Lotus 19, who finished 1-2 yesterday, were DNFs today. Harris was up in front early, but he broke a water line on lap 2, overheated and dropped out. Nethercutt had clutch bothers.

Bucknum won narrowly in the concours-appearing Healey from Ed Barker and Jim Kennedy, in Porsche 1600Ss, but it seemed to us Ronnie was just playing with 'em. He averaged 69.6mph.

TV actor Steve McQueen drove well to snare the formula race in a Cooper-BMC junior. Kurt Neumann, Dolphin, lost a fat early lead when he spun out; he took 2nd.

Miles was a double winner. He took the F Prod. 24-lapper in Sunbeam Alpine. The early part of it was a hectic dice between Lew Spencer, Willie West and Miles, in Sunbeams, and Dave Jordan, Porsche 1600N.

Other victors today were Serge May, Lotus 7 America; Scott Briley, Corvette; Paula Murphy, Maserati; Buddy Parriott, Manx motorcycle; Norris Rancourt, Parilla motorcycle, and Dr. William Molle, Lola Climax.

Sunday Summary:

GH PROD. 22 laps---1. Serge May, Lotus 7 Amer. (65.2mph); 2. George Cheyne, AH Sprite; 3. John English, Alfa Romeo. G, May; H, Cheyne.

F PROD. 24 laps---1. Ken Miles, Sunbeam Alpine (70.5mph); 2. Dave Jordan, Porsche 1600N; 3. Willie West, Sunbeam Alpine.

DE PROD. 24 laps---1. Ronnie Bucknum, Austin-Healey 3000 (69.6mph); 2. Ed Barker, Porsche 1600S; 3. Jim Kennedy, Porsche 1600S. D, Bucknum; E, Charlie Gates, TR4 4th oa).

ABC PROD. 26 laps---1. Scott Briley, Corvette (74.6mph); 2. Paul Reinhart, Corvette; 3. Joe Freitas, Corvette. A, Briley; B, Reinhart; C, Jim Duncan, Lotus 7 (7th oa).

WOMEN. 4 laps---1. Paula Murphy, Maserati (61.8mph); 2. Barbara Nieland, AC Bristol; 3. Shirley Clem, Elva Courrier. C, Nieland; D, Murphy; E, Clem; F, Kathy Lynch, MGA (5th oa); G, Liz Kacy, Alfa Spl. (4th oa).

OPEN-500-350 MOTORCYCLES. 10 laps ---1. Buddy Parriott, Manx (74.5mph); 2. Ron Grant, Norton; 3. Don Vesco, Matchless. Open, Bob Bakker, BMW (10th oa); 500, Parriott; 350, Dave Buising, AJS 7R (6th oa).

250-175-125 MOTORCYCLES. 10 laps---1. Norris Rancourt, Parilla (68.2mph); 2. Scotty Sullivan, Yamaha; 3. Anthony Parker, Yamaha. 250, Rancourt; 175, John Freed, MV Agusta (7th oa); 125, Writzel Morgan, Honda (6th oa).

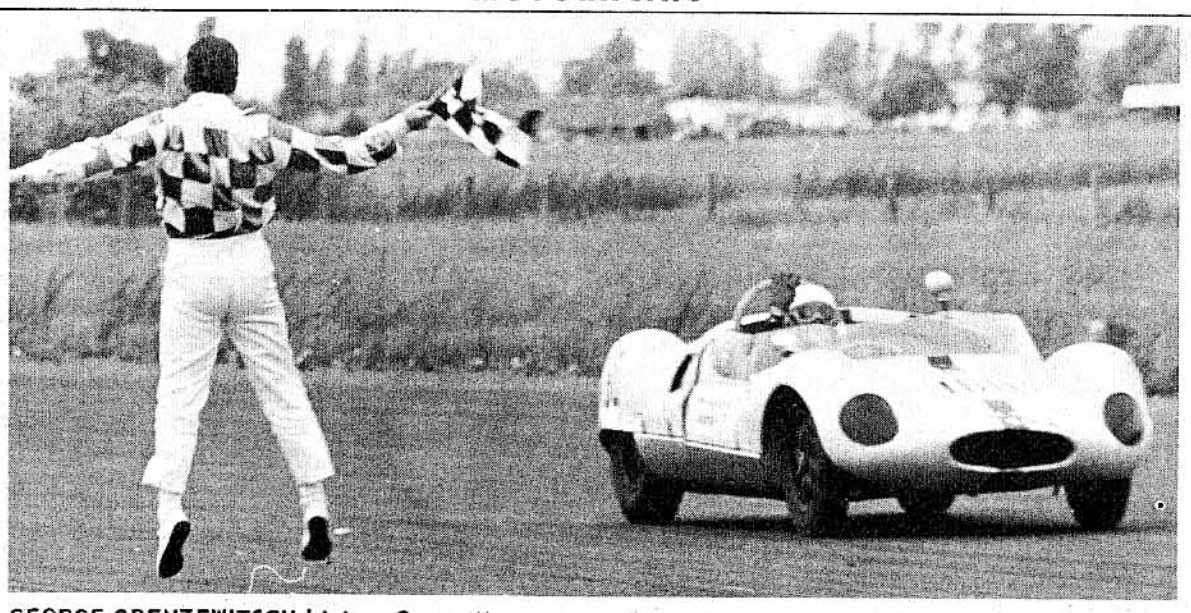
FORM. JR. I II III, F3. 26 laps---1. Steve McQueen, Cooper BMC (74.8mph); 2. Kurt Neumann, Dolphin; 3. Rob Nethercutt, Lotus 20. Form. Jr. I, McQueen; Form. Jr. II, Chas. Gounis, Elva (4th oa); Form. Jr. III, Norman Babcock, Elva BMC (8th oa); F3, Don Swest, Cooper Norton (12th oa).

CDEF MOD. 27 laps---1. Ken Miles, Ferrari Testa Rossa (79.6mph); 2. Jack McAfee, Porsche RSK; 3. Jay Hills, Porsche RSK; 4. John Timanus, Lotus-Climax 11; 5. Don Hulette, Townsend Spl. C. Hulette; D. Miles; E, McAfee; F. Timanus.

GH MOD. 24 laps---1. Wm. Molle, Lola Climax (72.7mph); 2. Pete Brock, Lotus Climax 12; 3. Fred Church, Lotus Climax 11. G, Molle; H, Rick Padock, Lotus Crosley (4th oa).

NIX WINE MIX

Interstate shipment of an Asian-grown herb juice, called KC 555, to be mixed with wine for use as a cancer cure and as a stimulant, has been banned by a federal court, the Food and Drug Administration announced recently in a news release.



GEORGE GRENZEWITSCH driving a Cooper-Monaco, gets the checker as he wins the feature race at Cotati, Calif. He was also a main event winner on Saturday. (Photo by Pete Biro)

Grenzewitsch Cooper-Monaco Scores Victory at Cotati

BY PETE BIRO
Special to MOTORACING

COTATI, Calif., May 13-George Grenzewitsch posted his first major win, driving a 2-liter Cooper-Monaco from behind in the main-event for modifieds. At the start, a pair of hybrids battled each other into the DNF column. The first to drop out was Peter Culkin, in his newly-acquired Mercedes Chevy. Pete said afterwards, "I don't know what's wrong.... it just stopped going." Frank Crane took the lead when Culkin faded and looked like his Lotus Buick was finally going to do it when his brakes disappeared.

Grenzewitsch, following the two battling leaders closely all the time, then took over, but not without concern, as Dave Ridenour's Costin-Lister, after a last-place-on-the-grid start, began pressing. Dave, with no rear brakes, just couldn't catch the little Cooper but kept things interesting, as he would close the gap to about a second, only to shut off way early and have the nimble Cooper gain maybe three seconds in the corners.

The debut of Kjell Quale's new Huffaker-prepared E-Jaguar was a success. Frank Morrill drove it to an overall win in Saturday's go, and led the way in an electrifying contest today, only to lose out in the final laps as his brake fluid boiled away, giving Paul Reinhart the win in his strong-running Corvette. Region Exec Red Farris blew his Corvette in practice, said he would have given $500 to have had a chance to race against the E.

Ed Leslie came from behind to nip Jack Dalton's BMC MKII during Saturday's Formula Junior event with his swift 1100 Gemini, but Dalton put his foot in it harder and sooner to post a wire-to-wire win today, compounding Leslie's "never on Sunday" jinx. Ed retired in the closing laps with differential problems.

Steve McQueen's Cooper was plagued with overheating problems, even though the weather was on the cool side. Two days of work traced the trouble to a cracked block.

Strother Jones was in top form to put his Lotus XX into a very strong second place, with Mike Worlund's BMC MKI placed third.

Sunday summary:

500-350-250-175-125 MOTORCYCLES. 18 laps---1. John McLaughlin, Norton (78.1 mph); 2. Dave Hetzler, Norton; 3. Harry Webster, Matchless. 500, McLaughlin; 350, Dave Buising, AJS, (5th oa); 250, Norris Rancourt, Parilla (4th oa); 175, David Hamilton, Ducati (15th oa); 125, Kim Kimball, Montesa (24th oa).

GH PROD. & H MOD. 16 laps---1. Ted Herman, Lotus 7A (71mph); 2. Bill Coelho, Lotus 7; 3. Doddie Warford, Alfa Romeo. G, Herman; H, Jim Nunan, AH Sprite (13oa); H Mod., Glenn St. Louis, Renault (16th oa).

FORMULA. 20 laps---1. Jack Dalton, BMC Jr. (83.5mph); 2. Strother Jones Lotus 20; 3. Michael Worlund, BMC Jr. Fr. I, Dalton; FJr. II, Worlund; FJr. III, Tom Langley, Stanguellini (9th oa); F2, Walt Huff, MG (5th oa); F3, Bob Wenz, Cooper Mk. 10 (7th oa).

CDEFG MOD. 20 laps --1. George Grinzewitsch, Cooper Monaco (83.7mph); 2. Dave Ridenour, Lister Jaguar; 3. Dan Prades, Maserati Tipo 61; 4. Jay Naismith, Maserati; 5. Harry Banta, Cooper Sports. C, Ridenour; D, Prades; E, Grinzewitsch; F, Roy Domke, Porsche-VW (9th oa); G, Banta.

ABC PROD. 20 laps---1. Paul Reinhart, Corvette (82.3mph); 2. Frank Morrill, Jaguar XKE; 3. Paul Lipkin, Corvette. A, Morrill; B, Reinhart; C, Allen R. Grant, AC Bristol (6th oa).

D PROD. 17 laps---1. John Barneson, Porsche (72.5mph); 2. Leon Robertson, Porsche; 3. Bob Elkington, AH 3000.

E PROD. 17 laps---1. Al Brizard, Lotus Elite (73.2mph); 2. Wm. Carter, Morgan Plus 4; 3. Duane Rice, TR2.

F PROD. 16 laps---1. Walter Maas, Porsche, (74mph); 2. James Barber, Porsche; 3. Bob Jones, Porsche.

TEARDOWN FOR VANDAGRIFF AUSTIN-HEALEY---LEGAL!

The Vandagriff Austin-Healey 3000 Mark II, which Ronnie Bucknum drove to his 8th straight win at last week's Santa Barbara sports car races, was ordered into the impound area by Cal Club officials for a teardown. The car was found legal (production). There was no protest, but examination of the car was required as club policy.

"In the past," Lew Spencer, Contest Board chairman, stated, "a teardown was ordered only after a protest had been filed. The club feels that when a production car, such as the Hollywood Sport Cars' Austin-Healey, wins consistently there should be an inspection to either prove the car illegal under the rules for production cars, or be given a clean bill of health. In the case of the Vandagriff car, the Rules Enforcement Committee took the Austin-Healey 3000 from impound to Hollywood Sport Cars, where it was torn down and checked with the production specs."

After the teardown, owner Chic Vandagriff of Hollywood Sport Cars said: "It is common knowledge around the sports car racing scene that I have always contended the Austin-Healey has been underrated. Properly tuned there is nothing in its class to equal it."

Vandagriff attributes success of the car to the mechanical skill of Doane Spencer and the superior driving of Ronnie Bucknum.

HAIRY

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Judges Named for Fashion Square Concours June 9

Fred Sander of Long Beach, the first American to be named vice-president of the MG Car Club of England, will make the first public appearance in his new official capacity when he welcomes the judges at the Long Beach MG Club's Concours d'Elegance at Fashion Square, Santa Ana, June 9. Among the judges will be David Hearst of the Hearst newspapers; Strother MacMinn, artist, writer and concours authority; Walker Edmiston, TV personality; and Frank Mason of the TC Motoring Guild, now an affiliate of the Long Beach MG Club. Honorary judges will be British Commercial Consul Alan Elgar and Vice Commercial Consul Bruce Powell, both of the Los Angeles British Consulate.

Nurburgring

Continued from page 1

Observers blamed the Hill-Gendebien lower speed on the intermittent rain and the fact that they were never really pressed.

Bonnier and Gurney, forced to give up in the next to last lap, won fourth place with 42 laps covered. Bruce McLaren and Tony Maggs in an Aston-Martin were next, also finishing 42 laps. Noecker and Seidel, in a Ferrari, were sixth with 41 laps.

Pedro Rodriguez of Mexico ran his Ferrari off the track and was forced to drop out after the fifth lap.

DOGS

If advertising for a lost dog, don't mention such things as "Rover has a penchant for cucumbers," a well-known dog service organization suggests.

Notes & Comment

Continued from page 2

ships at $10 a pop. . .

If you happen to be in Dallas or environs from June 4-14, do not fail to drop in at Graphic Arts Center, 1037 Young St., to eye a one-man show of auto racing drawings and paintings by BILL NEALE, talented Dallas artist. Bill knows racing thoroughly and his work is great. . .It wasn't exactly surprising that they tore down CHIC VANDAGRIFF'S Austin-Healey 3000 that RONNIE BUCKNUM has been racing so successfully. But they could have found out how production it was by checking the Aug., 1961, and April 1962, issues of SPORTS CAR GRAPHIC, for there yarns by JERRY TITUS and JOHN CHRISTY, with photos by the latter and JIM ALEXANDER, told all; parts numbers were even listed. . .

What goes with Ferrari this year? In its coverage of the Targa Florio London's MOTORING NEWS said, ". . .there was an undercurrent of discontent in the Maranello team which cannot bode well for the future. The older and younger members amongst the drivers seem not to hit it off too well, while the methods of TAVONI'S successor as team manager, DRAGONI, lack that tact and diplomacy so necessary with a team of highly-strung and 'sparky' drivers." I know who the high-strung and "sparky" drivers are on the Ferrari team. Do you?. . . Happy Note: JOHNNY MCLAUGHLIN, who was seriously injured at Santa Barbara, was responding last week after being unconscious. . .A 10-day auto racing Grand Prix Festival, a la Nassau, in Puerto Rico Nov. 2-11, will be sanctioned by SCCA and listed on the FIA Intl. calendar. $20,000 in cash prizes... Don't miss KEN PURDY'S yarn in June issue of PLAYBOY, in which US cars get high praise in automotive year-end review of 1962 models. . .-GVV.

Schroeder Southwest Tire Distributor

DALLAS, Tex.--Bob Schroeder Race Cars, Dallas, Tex., has been appointed Southwest Distributor for Goodyear Racing Tires. As the newest member of the growing Goodyear Racing Division they will handle a seven-state territory, including Texas, Oklahoma, Louisiana, Arkansas, Mississippi, Kansas and New Mexico. Schroeder has been racing for nearly 10 years.

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BY BARBARA WEAVER
Special to MOTORACING

THOMPSON, Conn., May 27 - Perfect weather and a record turnout of 220 entries highlighted the New England region SCCA's first races of the season at Thompson Raceway today. Fastest on the eight-race program was the final event, for unrestricted, Formula Junior and Formula 3 cars, won by Floyd Aaskov of Allston, Mass., in his Formula Jr. Lotus 20 at 68.02mph. Early leader Stutz Plaisted, developed engine trouble in his Cheetah-Lotus and retired on the third of the 10 laps. Jack Walsh, Haverhill, Mass., driving the ex-Plaisted Cooper Formula 2 car, took the Unrestricted Category honors at 67.18mph, while Bob Fuller, won in Formula 3 with his Cooper at 63.12mph.

In the modified category race, Bob Colombosian of Andover, Mass., was the overall and class C winner with his Lister-based Buick Mustang. He completed 10 laps with an average of 66.62mph. Second overall and first in class F was Chandler Lawrence, Porsche RS, 65.78mph. John Sharrigan took class G at 61.98mph with his Lotus.

All the close contests were in the heavily-entered production classes. First race, for class H production, saw Brad Picard move his Sprite all the way up from 27th starting position. He averaged 55.94mph for his win.

G Prod. and economy sedan race was a 10-lap duel between Ray Tainsh, and Charlie Rainville, Lotus 7. Tainsh was the first over the finish line, with an average of 60.18mph. Rainville was only a car length behind. In the sedan class, Contest Board Chairman Art Tattersall did a sensational bit of driving to finish third overall for a class win at 59.67mph.

In the race for class F Prod., Leo Picard brought his MGA in first to win at 60.60mph.

E Prod. and H Mod. Fred Ashplant was an easy winner in his class E Austin-Healey, 60.60mph., and Matthew Hunter was equally far out in the front for a class H win at 58.42mph in his Saad Spl. Charlie Rainville won class D at 61.82 with his Alfa Voloce. ABC Prod. Winners in all three classes took early leads and kept them, but were harassed for the entire 10 laps by the second-place cars, none of which ever managed to take over. Winner in class A was the "big" Corvette of Mike Gammino at 65.18mph; B, the Porsche of Al Alden, 63.05mph; C, the Daimler of Bob Evelyn at 61.38 mph.

'Be With You Soon,' Moss Wires Fans At Silverstone

SILVERSTONE, England, May 12---From his hospital bed, where he is recovering from injuries suffered in a crash Apr. 23 at Goodwood, Stirling Moss sent a telegram to aficionados at today's Silverston Intl. Trophy Meeting. He said he hoped to be with them in a short time. The wire was read over the public address system and brought tremendous cheers from the huge crowd.

Graham Hill Topples Clark at Silverstone

SILVERSTONE, England, May 12 In one of the most stirring finishes ever witnessed here, Great Britain's Graham Hill won the Silverstone Intl. Trophy Meeting F1 race in a British V8 BRM. He triumphed after a fierce duel with Jim Clark, who drove a V8 Lotus. Hill averaged just a shade under 100mph.

Michael Parkes set a course record of 102.5mph in winning the Grand Touring race aboard a Ferrari.

1937 Rolls-Royce Best in Concours

Best in Show at the Palm Springs Biltmore Concours d'Elegance was awarded to Gen. John S.E. Young of Desert Hot Springs for his 1937 Rolls-Royce sports saloon. Runner-up was W.H. Vincent of Torrance, who entered his 1956 Ferrari GT. Other trophies went to Bill McLean, Palm Springs, 1960 Porsche; Jack Howell, Inglewood, 1952 Mercedes-Benz drophead coupe; Jack Dernberger, Palm Springs, 1926 Erskine sedan; Frank Mason, Long Beach, 1948 MGTC.

Duesenberg Makes Auto Hall of Fame

INDIANAPOLIS, May 22 -- The name of Fred Duesenberg, one of the nation's outstanding builders of race cars and passenger cars during the early days of the industry, has been added to Auto Racing's Hall of Fame.

Duesenberg was elected to membership by a committee of 50 prominent members of the racing fraternity and an equal number of press-TV-radio representatives.

British Intermarque Day Set for Pomona

The British Automobile Manufacturers, in association with several Southland British marque sports car clubs will sponsor a British Intermarque Day at Pomona Fairgrounds Sunday, Aug. 26, according to G.O. Ehrman, LA rep of British Auto Mfgrs. Assn., and Lew Spencer, of the California SCC.

Participating clubs will be So-Cal MG Owners Assn., slalom; Long Beach MG Club, concours; Austin-Healey Owners Club, acceleration and braking; Triumph Owners Club, funkhana; Sunbeam Owners Club, gymkhana. Cal Club will coordinate with Spencer as chairman.

Additional info can be had by dropping a postcard to: Calif. SCC, 1923 No. Hillhurst, Hollywood 27, Calif.

SEAT BELT PLUG

PORTERVILLE, Calif. - The Porterville Safety Council has started a three-month drive to encourage motorists to install seat belts in their cars. Dealers have been asked to offer discounts on belts and their installation, with clubs and other organizations getting special rates.

LESTER, TOO?

"...In the event you are an unassigned free lance photographer, the SF region asks that you send six 8x10 glossies to my attention following the event. Your compliance with this request will have a bearing on future issuance of credentials. . ."--Cotati Road Races invitation.

Iscara Buddy III Rally Results

Results of Buddy III Rally, the third anniversary of ISCARA's inaugural event:

May 27. ISCARA Buddy III. 43 Cars. Reno Lawrence, Rallymaster.
Trophy winners:

Members Driver/Navigator	Error	Mark	Club
1. Betty Sweet/Bob Sweet	.59	Alfa	ISCARA
2. Clark Merrick/Temp Ashbrook	3.50	MG A	ISCARA
3. Alice Stearns/Dwight Stearns	5.47	MG A	ISCARA
Guests			
1. Bob Tarlton/Gene Kiggins	.91	Alfa	SFDRC
2. Paul Rendahl/Virginia Rendahl	1.16	Corvette	C A R
3. Margaret Malm/Isabel Haas	1.81	T Bird	LSCC
S-O-P:			
1. Bill Abrams/Doris Abrams	1.57	Corvette	O
2. Lee Morrill/Yves Richard	7.00	Sprite	ISCARA
3. Charles Sakowics/Quinton Roesser	17.76	Corvair	T H E
Best of Club (5 or more entries)			
1. Gerald Jason/Pat Jason	45.59	Corvair	Corvettes, Ltd.

Slalom Column

By DENNIS McCOSH

The California Sports Car Club Twisty Tralom held at the Santa Monica Civic Auditorium attracted more spectators than entrants but was not shy of the latter, with 151 people running the course. ART SNYDER of Pacific SCC, driving his beautiful red and white Elva Mk6, drove the course in 55.05 sec. to top all other entrants as well as getting first in the modified class. The wide variety of machinery and a few extra curricular events, such as JIM NEILAND's (PSCC) beautiful spin out in BOB CHALLMAN's Lotus-MG gave the spectators lining the course something to stay for.

CSCC's concern for safety was obvious with a well-run tech inspection and a safe course design. Organization was very good and the event ran very smoothly. ALAN FORDNEY and his crew did a fine job on the public address system and were able to keep the spectators and drivers well informed on times and drivers on the course as well as a few interesting footnotes.

CSCC's system of running cars by classes was necessitated by the fast course and served to keep the faster cars from running upon the slower ones. Even so, JIM NEILAND, driving a Lotus 7, managed to catch and tail a Corvette for about half a lap.

The course itself was definitely a fast-car course. Replacing a couple of the five straights with a few jogs and twists would have made the event more interesting to the bulk of the drivers, would have given the smaller cars a chance at top times and would have made the course fit the name of the event more closely.

The only bad part of the event was getting the times posted on the scoreboard. MARY HAUSER made a valiant attempt, but the job is too much for one person to do well. The job would have been easier if she had not tried to keep the classes in order of best times but had merely tacked them up as she got them.

Cal Club has shown that it can put on a good non-racing event. I hope they will stick with SCCSCC and put on a championship slalom next year.

3	June	Slalom at Agoura Speedway		
10	June	PSCC Desert Time Trials (40 car limit)		
24	June	ROCA Championship Slalom		
8	July	RAM	"	"
5	Aug.	NRSCC	"	"
9	Sept.	GFCCA	"	"
14	Oct.	SBFCCA		

Trophy winners at the SCMG Slideways II Championship Slalom

CLASS A			
1. C. Gillan	Sprite	ROCA	1:07.05
2. W. Stone	Ren, Alpine	PSCC	1:07.11
3. T. Ross	Sprite	AHOC	1:09.47
4. D. McKeever	Sprite	ROCA	1:10.40
CLASS AW			
1. M. Rouen	Abarth	PSCC	1:13.16
CLASS B			
1. (Suspended, pending SCCSCC Slalom Committee decision on a car classification.)			
CLASS C			
1. W. Harper	Porsche	POC	1:09.23
2. B. Huston	Porsche	RAM	1:10.39
3. F. Elston	Porsche	POC	1:10.77
CLASS BW & CW			
1. B. Huston	Porsche	RAM	1:13.32
CLASS D			
1. P. Flynn	TR-3	ROCA	1:09.17
2. M. Evans	A-H	PSCC	1:09.81
3. P. Ankeny	Peerless	NRSCC	1:10.58
4. C. Alexander	MGA MKII	PSCC	1:10.97
CLASS DW			
1. R. Doherty	A-H	GFCCA	1:20.02
CLASS E			
1. D. Fiorelli	Jaguar	----	1:13.11
CLASS F			
1. J. Whiteside	Ren. 4CV	ROCA	1:07.80
2. L. Kelso	NSU Prinz	PSCC	1:08.23
CLASS FW			
1. T. Kelso	NSU Prinz	PSCC	1:12.02
CLASS G			
1. W. Morville	Volvo	PSCC	1:14.61
CLASS H			
1. D. Lehmann	Ren 4CV	ROCA	1:03.60 (fast time of day)
2. C. Hauck	Ren 4CV	ROCA	1:07.61
CLASS HW			
1. J. Lehmann	Ren 4CV	ROCA	1:08.64
CLASS J			
1. E. Wolleson	Kurtis	NRSCC	1:11.98
3 CAR TEAMS			
1. ROCA McKeever, Gillan, Hauck			3:25.06
MARRIED COUPLES			
1. Lehman	Ren 4CV	ROCA	2:12.24
2. Kelso	NSU Prinz	PSCC	2:20.25

Miller-Crosley (with trailer)
$1500
Spare block & wheels
1961 Pacific Coast Champion
AUTOSPORT
Morgan & Elva sales-service
350 N. Pacific Coast Hwy.
Redondo Bch. 372-1191 or SP 2-2996

1st and 2nd Net Burnett Westwood's Player's Pacific

Special to MOTORACING

WESTWOOD, B.C., May 6 - The slogan "Players, Please" took on a new sort of meaning for Seattle's Stan Burnett as he picked up Western Canadian laurels in the Player's Pacific Race at the Sports Car Club of British Columbia's Westwood circuit. The largest crowd ever to view a sports car race in the Northwest saw Burnett unofficially break the lap record during practice, and then to go on to take first in the initial heat of the main event, and finish second to Pat Pigott's new Lotus 23 in the final stanza. This feat netted Burnett and his Chevy Spl. a place on the starting grid at the Mosport Player's 200 - all expenses paid.

While late entries swelled what loomed as a meager field to one of respectable proportions, some of the expected contenders never made the start line. Jerry Grant (Ferrari) had a sour engine; Chuck Cravens (Ferrari) had scavenge pump problems; and Ray Rairdon (HWM-Corvette) broke another half-shaft. But, the absence of these drivers should take nothing away from Burnett's near-perfect performance.

In the day's curtain-raiser, Canadian Terry Nilsson did the first stint of his usual two-a-day as he won the production car race in a Porsche. He then returned in the entre act Form. Jr. event to flash across the line in his Lola. The latter race was also the premier outing for Australian Bob McClean's new Cooper Junior as Bob drove his green-engined car to a cautious third. Not so cautious was Pigott. Pigott "broke in" the engine of his Lotus 23, and familiarized himself with the new car during heat 1, and then, satisfied that all was in order, took heat 2 while turning in a blistering 82.8mph lap. However, this was not enough to offset a ninth-place finish in the earlier segment of the Player's race.

PROD - 1. Terry Nilsson, Porsche, (71.5 mph avg.), fastest lap, 72.3; 2. John Martin -Razzele, XKE (71.2); 3. John Antons, Alpine (69.1). Time - 1:29.06.

PLAYER'S-HEAT - 1. Burnett, Chevy Spl. (74.4, fastest lap, 79.8); 2. Jim Rattenbury, Porsche Spl (74.3); 3. Ken Finnegan, Climax Spl (74.0). Time - 1:21:08.

FORM. JR. - 1. Nilsson, Lola (31.2), fastest lap, 81.8; 2. George Sabin, Lotus XX (80.1); 3. Bob McLean, Cooper-Ford (73.4). Time - 1:19.02.

PLAYER'S HEAT 2 - 1. Pigott, Lotus 23 (79.5, fastest lap, 82.8; 2. Burnett, (79.0 fastest lap, 80.6); 3. Rattenbury, (77.5). Time - 1:18.08.

PLAYERS-FINAL STANDINGS - Overall 1. Burnett; 2. Rattenbury; 3. B. Lewark; 4. G. Lovely, Lotus XI. Over 1100cc - 1. Burnett; 2. Rattenbury; 3. J. Martin-Razzelle, XKE. Under 1100cc - 1. Lewark; 2. Lovely; 3. K. Finnegan; 4. Pigott.

IMPORTED PASSENGER CAR REGISTRATIONS

JANUARY thru MARCH 1962

		CALIF.	%	NORTH	%	SOUTH	%
1.	Volkswagen	5998	52.7	2912	60.6	3086	46.9
2.	Renault	758	6.7	158	3.3	600	9.1
3.	Volvo	722	6.3	318	6.6	404	6.1
4.	Triumph	406	3.6	169	3.5	237	3.6
5.	MG	361	3.2	153	3.2	208	3.2
6.	Austin Healey	359	3.2	172	3.6	187	2.8
7.	Jaguar	355	3.1	131	2.7	224	3.4
8.	Mercedes Benz	323	2.8	118	2.5	205	3.1
9.	Fiat	280	2.5	82	1.7	198	3.0
10.	Porsche	257	2.3	117	2.4	140	2.1
11.	Metropolitan	213	1.9	63	1.3	150	2.3
12.	Simca	196	1.7	33	.7	163	2.5
13.	Sunbeam	167	1.5	47	1.0	120	1.8
14.	Peugeot	145	1.3	45	1.0	100	1.5
15.	Hillman	144	1.3	30	.6	114	1.7
16.	Alfa Romeo	135	1.2	38	.8	97	1.5
17.	English Ford	87	.8	38	.8	49	.7
18.	Morris	64	.6	43	.9	21	.3
19.	Citroen	53	.5	18	.4	35	.5
20.	Austin	38	.3	25	.5	13	.2
21.	Datsun	35	.3	6	.1	29	.4
22.	Rover	27	.2	11	.2	16	.2
23.	Borgward	26	.2	14	.3	12	.2
24.	Auto Union	24	.2	3	.1	21	.3
25.	NSU	24	.2	11	.2	13	.2
26.	Toyopet	23	.2	3	.1	20	.3
27.	DKW	22	.2	5	.1	17	.3
28.	Facel Vega	22	.2	1	.1	21	.3
29.	Lotus	18	.2	5	.1	13	.2
30.	Vauxhall	13	.1	5	.1	8	.1
31.	Rolls Royce	11	.1	5	.1	6	.1
32.	Daimler	9	.1	4	.1	5	.1
33.	Pegaso	6	.1	1	-	5	.1
34.	Prince	6	.1	5	.1	1	-
35.	BMW	5	-	-	-	5	.1
36.	Ferrari	5	-	-	-	5	.1
37.	Hansa	5	-	2	-	3	-
38.	Lanchester	5	-	1	-	4	.1
39.	Maserati	5	-	1	-	4	.1
40.	Morgan	5	-	3	.1	2	-
	Misc. (5 or Less each)	33	.2	9	.1	24	.3
	Total	11390		4805		6585	

Courtesy of MOTOR REGISTRATION NEWS OF CALIF., Oakland 6.

'Quotable Quotes'

"BRIDGEHAMPTON, L.I., N.Y. -- Three Long Island men look for a dream to come true Saturday and Sunday. The acceptance of the Bridgehampton Race Circuit by patrons and participants alike, is one of the nation's foremost road racing courses. . .(Bridgehampton Press Release)."

FLIES

Black flies prefer resting on blue denim or serge clothing rather than on nylon garments, Cornell University entomologists have found.

Subscribe to MOTORACING

"The press loves to call itself the fourth estate; but, until it mends its ways, I will continue to refer to it as 'the world's oldest profession.' "---JACK PARR in Esquire Magazine.

LETTER

TILL DIPPING?

Where do you get this jazz about the SF/SCCA refusing to divulge the take at last fall's Laguna Seca?

Like, man, we ain't got our hands in the till.

Like, we get so many dollars and that's that.

I did tell the treasurer of SCRAMP at a luncheon the other day that you wanted to see the financial jazz and he told me he would send it to me. I told him I didn't give a damn and that he should send it to you.

So there.

BILL FINEFROCK
San Francisco 3

Classified Ads

HOW TO USE MOTORACING CLASSIFIED AD PAGE

BY PHONE: In Los Angeles call AXminster 2-0287. (This is the number for the Classified Dept. only.)

IN PERSON: Come to 4041 Marlton Ave. in the Crenshaw Shopping Center, next to Barker's. (This address is for the Classified Dept. only.)

BY MAIL: Send your ad to Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, California.

— RATES —

75c PER LINE, one time.
MININUM: 5 lines. **CONTRACTS:** Apply for rates.
Box NO.: Add 50c.
RE-RUNS: 2nd and 3rd times, less 10% each; 4th and thereafter, less 15% each. Same copy.
HEADLINES, ETC.: Large headlines, box borders and 2-column ads available at modest charge.
"POSITIONS WANTED": Less 15%, payable in advance.
AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

SPORTS CARS

AUSTIN HEALEY SPRITE
#35 Fully equipped & ready to race. Some spares. 11 Trophies '61 season. Must Sell! Have already purchased modified car.
$1200
Call OX 5-0032-Pico Rivera, Cal.

PORSCHE CARRERA GT #81
Immaculately prepared & maintained personally by Vasek Polak. Jay Hills 340 N. Myers, L.A. AN 3-2127

MASERATI TYPO '61 Birdcage ready to race. Some spares & extra gear ratios. George Koehne, 8810 Pineridge, San Antonio, Texas. TA 2-0373

PORSCHE '61 1600 NORMAL COUPE
Spotless with red upholstery. Michelin X tires. Recent major tune-up. Private Party
SEE THIS ONE $3695
22911 Crespi St.
Woodland Hills, Calif.
DI 0-6290

1934 MG "NE" Magnette
Of the 6 cars built by the factory for competition, only 3 are still in existence. This is the only one in North America. This car is 95% restored and in running condition. A car for a connoisseur-collector. $1850.00. See at:
Al Pernett Imported Cars
1521 8th Street
Riverside, Calif.

1958 AC ACE
Earls Court Coachwork Winner
Conscientiously cared for
$2495
C. Dekle, 3120 W. Charter Oak, Phoenix 23, Arizona.

LOTUS '60 Elite
Good Mechanical Condition. 36,000 miles. Never been raced
Asking $3100. AT 7-3980 Morns.

FOR SALE
1959 Lister Jaguar
Latest modifications. New Goodyear tires. New paint, maroon & $1000.00 worth of spares and a trailer. Beat Birdcages for only $5500.00.
Dave Ridenour
31 Belmont Ave.
San Francisco 17, Calif.
OV 1-1682

CHRYSLER SPECIAL, Lotus VII Style, 97" wheel base, $895 or trade. Also '52 MG TD, $395; new top & brakes, perfect body. FL 2-2020 (L.A. area)

FOR SALE
Front engine Gemini MK 11. First run Feb. 1961. 3MC Engine with Weber Carb. Car is clean and ready to race. Sacrifice at $1900. Including trailer and spare parts.
H. Grammer
5813 Roselane East
Fort Worth, Texas
Phone: Days - GL 1-4691
Nights - CE 7-2469

1961 AUSTIN HEALEY SPRITE
Radio, Heater. Like New.
Local low Miles
Never been raced
$1399
KRELL BUICK
PASADENA PREFERRED
1095 E. Colorado, Pasadena
Calif. MU 1-9979

INCOMPARABLE
LITTLE DIGGER
1959 Pacific Coast Champ
CLASS H MODIFIED
Trailer, spare engines
Wheels and parts
BRUCE AUGUSTUS
10245H Western Ave.
Downey, Calif. TO 9-8469

LETTERS

Continued from page 2

position is still published. And in the first column, too. But not always consecutively.

So there. Besides, we didn't hear a single comment - and certainly no howls. I'd be happy to have anybody with complaints communicate with me directly...

Hey, Gus, by the way -- you gonna be at Laguna in June? See you there, I hope. We'll be at La Fonda.

DON BICE
San Francisco, 3

* * *

YOU'RE RIGHT, FRANK

Referring to a concours, I don't use the cap, but a Concours d'Elegance has a cap C and E - the d' lower case. Suit you?

I prefer MG and TC but have been advised from England that M.G. should have the periods - not, however, TC. I think MGTC is neater, and on the car that's the way it is - MG.

FRANK MASON
Long Beach, Calif.

* * *

USAC ANSWERS

Your recent note to Henry Banks has been referred to me. The decision to disallow the appeal of Dan Gurney and Mr. Steves was made and forwarded to them several days ago.

The decision was based on the extensive and obvious disregard to USAC rules concerning sheet metal which is covered in Paragraph 33, Page 83, of the current rule book.

Further, appeal rights were extended to Mr. Steves and notice given him that he could meet with the USAC board here in Indianapolis in May. This opportunity was refused by Mr. Steves and therefore, the original decision stands as reported.

JAMES E. FORD
Public Relations Director
United States Auto Club
Indianapolis 2

Letter From CANADA

As forecast way back in MOTORACING, it is now confirmed that OLIVIER GENDEBIEN has signed for the Players 200. He will drive a Lotus 19 for the Rosebud Racing Team of Texas. Joining him will be MASTEN GREGORY in a Lotus 19, joining INNES IRELAND on the U.D.T./Laystall team. ROGER PENSKE is signed, too, with a 2.7 Cooper Monaco and the latest to join the fun is RODGER WARD, who will tool a Buick-engined Cooper. This is lining up for a really good battle of the giants, June 9 at Mosport Park, north of Bowmanville, Ontario.

* * *

News of the Indianapolis type race at Mosport is that Peterborough, a local resort and manufacturing town is adopting the event and will provide $10,000 towards the organizing expenses. Thirty Indianapolis stars have been promised, including this year's winner. Last year's winner, A. J. FOYT, has been named as well, as EDDIE SACHS, TROY RUTTMAN and DICK RATHMANN. Included on the program will be a 30-lap sports racing and improved production race. The date, June 23, is also at Mosport Park.

* * *

More news of MIKE DUFF, the Canadian motorcylist representing Canada in Europe, is that at Helsinki, Finland, he placed third in the 350 and first in the 500 International races recently, He has now been picked up by ARTER BROS. of Canterbury, England and will be riding for them in the Isle of Man T.T. races.

* * *

The Lotus 19 which won the Canadian Grand Prix last year is now being driven by FRANCIS BRADLEY of Toronto. He won the feature Dunlop Trophy Race at Mosport with a good lead over DAN SHAW in an overheating Sadler V with a Corvette engine.

* * *

IVOR LLOYD of Toronto, riding a Manx Norton, has carried off all the "pots" in the local motorcycle events so far this year, winning the opener at Mosport, then on to Harewood to win all the races he entered there. Next big motorcycle event is the FIM Intl. Canadian Grand Prix at Mosport on July 2.

* * *

Readers who would like more information about our Canadian events might drop a card to Gus. I'm sure he'd be glad to pass your request on to us.

LAGUNA PROFIT DIPS

. . .Apparently, Greg Teaby who has been out of the city a great deal, was not able to catch up with your inquiry (the crowd, gross, etc., at the Pacific Grand Prix). We apologize for being so slow in responding.

As I understand it, the figures for the Pacific Grand Prix were, to all intents and purposes, identical with those of the previous year. The boys made a little less profit because they invested several thousand dollars in resurfacing the track, but the basic budget and the net were equal to 1961. (Ed. Note - you mean 1960).

As you may know, SCRAMP is not a corporation which is obliged to file an annual statement. It is a division of the Monterey Peninsula Chamber of Commerce and I had no opportunity to look at the Chamber's statements. . .

GRAY CREVELING
CHARLES VON LOEWENFELDT, INC. PUBLIC RELATIONS
San Francisco 8

RICH RECESSION

"America is still the wealthiest nation. Where else could you have such a prosperous recession?" Franklin P. Jones.

LOTUS LE MANS
Completely rebuilt engine, Corvette four-speed, and de Dion rear end. No races since overhaul. Prettiest Lotus XI on coast and potential of fastest. Many spares, Must Sell quick. $2900. Gary Jarlson, Ev. 5-3111-Du. 2-3659. Las Vegas, Nevada.

VIGNETTES

Continued from page 3

Cutting through jungle wilderness, our Renault Domaine (we're back in the service car) slammed up this miserable goat trail of minus-nothingness into the Maria Tecum Cerro. . .7000ft. and inpenetrable fog. Cold? Hell, it was ice-cold. Crazy! What in THE ellhay am I doing in this thing? What kind of a nut am I?

Then up-up-up 12,000ft. along sheer mountainsides through El Tapon . . .and this Frenchman slamming the car around those curves. Once, through a break in the fog, I looked down, MILES below, where the river ran like a narrow snake between jagged, crumbling mountains. Kiddies, I was wild and blanched with horror as the hours passed like the beads of a rosary. Driver Foulgoc was singing wild French tunes. Taking his eyes off the road (LOOK OUT!), he would turn to me and wink. I was speechless. I couldn't even wink back at him.

Fifteen minutes after leaving this type of terrain we plunged into a slight curve on near-level ground. Then WHAM! Out goes the right rear wheel. Broken axle. This was 4km. before La Mesilla on the Mexico frontier. We jammed a heavy tree branch between fender guard and wheel and inched our way. No help, welding equipment, nothing at the border.

And the Wheel Kept Coming Off and Off

The tree branch kept falling. The wheel would not hold. A ride to Comitan, 50mi. away, in a following car. No welding equipment. No phone service to Tuxtla to notify the rally group: it was Good Friday. Next day the wheel was fixed, but it went on the blink again. Abandon car.

Another ride to Tuxtla---and the rally far, far ahead on the way to Oaxaca; so we drive all night (331mi.) through 8000ft. mountains in blinding rain and hailstorms. Arrive at Oaxaca at 4:30 a.m. Hotel. Up 6 a.m., and now to bum yet another ride as the rally caravan takes off on the last leg, 340mi. to Mexico City.

Snagged a ride aboard a radio-controlled tourist-assistance Dodge patrol truck that was following the field (now reduced to 13 cars) out of town. The truck was slow. It stopped many times to aid blitzed-out vehicles. In the mountains it was freezing in back of that truck, and down in the flat country in midday I burned to a crisp.

So the Nightmare Finally Came to an End

This was Easter Sunday, and the traffic from Puebla to Mexico City was bumper-to-bumper. Then, in the darkness, a brutal downpour---and the finish line near the main Cathedral at 8:30 p.m., many hours after the rally ended, with what later turned out to be a victory for the Renault 1093 of HECTOR REBAQUE and CARLOS SALES of Mexico (10 penalty points).

End nightmare!

The next day I caught a jet and got the hell out of there!

No mas!

Dutch G.P.

Hill came off a winning effort in a BRM---the Silverstone Intl. Trophy Race last May 12. Today, he took the lead early in the going and remained in front until the finish. Jim Clark's Lotus led before him, but the car broke down. Dan Gurney of Costa Mesa, Calif., Porsche factory driver, was a threat early in one of the new flat 8s, but the machine was out with mechanical bothers.

Suspension collapse of John Surtees' Lola caused the machine to leave the course at high speed, but the pilot was uninjured. Former champion Jack Brabham retired after smashing into Rodriguez' Ferrari, which had spun in front of him.

Minor injuries were suffered by Innes Ireland, who drove a Lotus. The Scot's car had a brake lock, flying off the road. Richie Ginther, Granada Hills, Calif., also a BRM factory pilot, was a lap behind Graham Hill when Taylor's Lotus rammed him. Ginther was unhurt, but the BRM was stuck in a sand dune.

Second until 15 laps from the windup, Phil Hill was overhauled easily by Taylor, and later the former champion was quoted as saying, "During the entire race I had the feeling I should have finished last. I went terribly slow."

Last year, Ferrari ruled the roost. Today, the Italian cars were not in the same class with the new BRM V8, nor the V8 Lotus, for that matter.

Championship points after the first round: 1st. Graham Hill, BRM, 9; 2nd. Trevor Taylor, Lotus, 6; 3rd. Phil Hill, Ferrari, 4; 4th. Giancarlo Baghetti, Ferrari, 3; 5th. Tony Maggs, Cooper, 2; 6th Carel Godin de Beaufort, Porsche, 1.

How They Stand After 1st GP

Here are the world championship drivers' standings after the first title race of 1962, the Grand Prix of Holland:

1. Graham Hill, Gr. Br., BRM...9
2. Trevor Taylor, Gr. Br., Lotus. 6
3. Phil Hill, USA, Ferrari. 4
4. G. Baghetti, Italy, Ferrari. . .3
5. Tony Maggs, S. Africa, Cooper. 2
6. de Beaufort, Holland, Porsche. 1

Laguna and Enduro Next on Agenda

Next sports car races on the Calif. scene:

June 9-10---Laguna Seca, near Monterey, SF SCCA-SCRAMP.

June 23---Riverside, 6-Hr. enduro starting 4 p.m.; regular races next day.

Schlesser Takes 2 Form. Jr. Races

PARIS, May 20---Driving one of Jack Brabham's Form. Jr. cars, Jo Schlesser, a Frenchman, today won both 12-lap features at nearby Montlhery. In both races he was followed by R. Bouharde, Cooper, and R. Cowles of USA, Cooper. Pierre Monnert drove a Ferrari 250 to victory in the Grand Touring race.----GORDON SMILEY.

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